



DEVELOPMENT SERVICES DEPARTMENT  
ENVIRONMENTAL COORDINATOR  
450 110<sup>th</sup> Ave NE., P.O. BOX 90012  
BELLEVUE, WA 98009-9012

### **OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS**

The attached materials are being sent to you pursuant to the requirements for the Optional DNS Process (WAC 197-11-355). A DNS on the attached proposal is likely. This may be the only opportunity to comment on environmental impacts of the proposal. Mitigation measures from standard codes will apply. Project review may require mitigation regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for this proposal may be obtained upon request.

File No.

Project Name/Address:

Planner:

#### **Minimum Comment Period:**

Materials included in this Notice:

Blue Bulletin  
Checklist  
Vicinity Map  
Plans  
Other:

#### **OTHERS TO RECEIVE THIS DOCUMENT:**

State Department of Fish and Wildlife  
State Department of Ecology, Shoreline Planner N.W. Region  
Army Corps of Engineers  
Attorney General  
Muckleshoot Indian Tribe

# **SEPA Environmental Checklist and Supplemental Sheet for Non-Project Actions**

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit the Land Use Desk in the Permit Center between 8 a.m. and 4 p.m., Monday through Friday (except Wednesday, 10 to 4) or call or email the Land Use Division at 425-452-4188 or [landusereview@bellevuewa.gov](mailto:landusereview@bellevuewa.gov). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

## ***Purpose of checklist:***

The City of Bellevue uses this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

## ***Instructions for applicants:***

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

## ***Use of checklist for nonproject proposals:*** [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the Environmental Checklist plus the supplemental sheet for nonproject actions (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

**PLEASE REMEMBER TO SIGN THE CHECKLIST.** Electronic signatures are also acceptable.

## A. Background [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)  
*2021 Annual Comprehensive Plan Amendments for two transportation-related proposals:*
  - *Repeal Comprehensive Transportation Project List from the Comprehensive Plan*
  - *Amend the Transportation Element to embed a multimodal approach to transportation concurrency that will supplement and/or replace the vehicle-centric concurrency policies, narrative and maps.*
2. Name of applicant: [\[help\]](#)  
*City of Bellevue, Transportation Department*
3. Address and phone number of applicant and contact person: [\[help\]](#)  
*Kevin McDonald, Principal Transportation Planner, 425-452-4558  
Transportation Department  
450 110<sup>th</sup> Avenue NE  
Bellevue, WA 98004*
4. Date checklist prepared: [\[help\]](#)  
*April 23, 2021*
5. Agency requesting checklist: [\[help\]](#)  
*City of Bellevue, Transportation Department*
6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)  
*Adoption of the Comprehensive Plan Amendments is anticipated to be complete before December 31, 2021.*
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)  
*No*
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)  
*A non-project Environmental Checklist in support of the transportation-related Comprehensive Plan Amendments is included.*
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#)  
*None*
10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)  
*City Council and the East Bellevue Community Council approval of the Comprehensive Plan Amendments.*
11. Give brief, complete description of your proposal, including the proposed uses and the size of

the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

[\[help\]](#)

- *Multimodal Concurrency. The Transportation Commission will recommend policy amendments regarding multimodal concurrency to supplement and/or replace the vehicle-centric the vehicle-focused concurrency metrics and standards.*
- *Comprehensive Transportation Project List (CTPL): The Transportation Department recommends repeal of the CTPL. A project list outside of the Comprehensive Plan, the Transportation Improvement Program (TIP), will serve as the "inventory" of transportation projects to replace the CTPL.*

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

*Citywide*

*City of Bellevue, King County, Washington*

*Community No.: 530074*

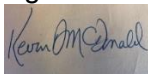
## **B. Environmental Elements** [\[help\]](#)

*No discussion of the individual Environmental Elements is required for GMA actions per WAC 197-11-235(3)(b).*

## **C. Signature** [\[help\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: \_\_\_\_\_



M33665555

Name of signee: *Kevin McDonald*

Position and Agency/Organization: *Principal Transportation Planner,  
Transportation Department*

Date Submitted: *April 23, 2021*

## **D. Supplemental Sheet For Nonproject Actions** [\[help\]](#)

(IT IS NOT NECESSARY TO USE THIS SHEET FOR PROJECT ACTIONS)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to

result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

## ENVIRONMENTAL SUMMARY PER WAC 197-11-440(4)

*The proposal is to amend the Bellevue Comprehensive Plan as follows:*

- *Comprehensive Transportation Project List*  
*Created in 2015 in the major update of the Comprehensive Plan, the CTPL consolidated nearly 800 transportation projects from subarea plans and transportation facility plans spread throughout the Comprehensive Plan. To add, change or repeal a CTPL project requires a Comprehensive Plan amendment. A project list outside of the Comprehensive Plan, the Transportation Improvement Program (TIP), will serve as the "inventory" of all transportation projects to replace the CTPL. The TIP is the first step toward project funding and implementation through the Transportation Facilities Plan and the Capital Investment Program Plan*
- *Multimodal Concurrency*  
*Policy amendments will be recommended by the Transportation Commission regarding a multimodal approach to transportation concurrency. Multimodal concurrency will supplement and/or replace the vehicle-centric the vehicle-focused concurrency metrics and standards embedded in Transportation Element policies, narrative and maps.*

### **Objectives:**

[https://bellevuewa.gov/sites/default/files/media/file/2021/CPU\\_Volume%20CTPL%20pages%202019.pdf](https://bellevuewa.gov/sites/default/files/media/file/2021/CPU_Volume%20CTPL%20pages%202019.pdf)

- *Comprehensive Transportation Project List*  
*It is a recommendation from the Transportation Department staff, in collaboration with the Community Development Department and the City Attorney's Office to repeal the Comprehensive Transportation Project List (CTPL) from Volume 2 of the Comprehensive Plan, and to use the Transportation Improvement Plan (TIP) as the inventory of transportation projects. The TIP is required to be updated annually with a recommendation from the Transportation Commission (after study sessions and a public hearing) and adoption by the City Council.*
- *Multimodal Concurrency*  
*At the direction of the City Council, the Transportation Commission will recommend amendments to the Transportation Element related to supporting a new multimodal approach to transportation concurrency. The existing vehicle-centric approach to concurrency is unsustainable and does not account for the multimodal transportation system the city plans for, funds, and advocates for at the regional level. A multimodal approach can better accommodate increasing travel demands of new employees and residents. To integrate all modes in transportation planning and projects better*

serves the community in an equitable and sustainable manner

**The Purpose and Need to which the proposal is responding to:** The Comprehensive Plan Amendments are proposed to streamline the process to update the inventory of transportation projects and to embed multimodal concurrency into the Transportation Element. The proposal includes:

- **Comprehensive Transportation Project List**  
The Comprehensive Transportation Project List (CTPL) was developed by the Transportation Commission as part of the 2015 update to the Comprehensive Plan. The six transportation facility plans and projects in several subarea plans scattered within the Comprehensive Plan cumulatively contained 781 projects, many of which were completed, outdated, redundant, conflicting with one another, or inconsistent with current land use planning. Subsequent transportation planning work -for example, the Downtown Transportation Plan and the Eastgate Transportation Study - added new projects to the CTPL through amendments to the Comprehensive Plan. Initially, the consolidation of these project lists made it possible to repeal completed or outdated projects, and eliminate redundancies and conflicts that existed between the project descriptions in different plans. Now that all the projects have been consolidated and the CTPL is up to date, this project list may be moved outside of the Comprehensive Plan to the Transportation Improvement Program (TIP) project list for which an required annual update keeps the TIP current.
- **Multimodal Concurrency**  
Through work on the 2015 major update to the Comprehensive Plan, the Transportation Commission noted the multiple benefits that would accrue if transportation concurrency metrics and standards were expanded to include all modes, and if the several adopted modal plans were better integrated with each other and with land use plans. Thus, the Commission recommended policies for the Transportation Element that set into motion a series of studies that have led to the initiation of the Mobility Implementation Plan. The Commission studied transportation concurrency best practices and prepared a report on Multimodal Level-of-Service (MMLOS) Metrics, Standards and Guidelines in 2017. In the 2019 transmittal to the City Council of the Transportation Facilities Plan, the Transportation Commission reiterated the need for and benefit of a Transportation Master Plan (aka: Mobility Implementation Plan).  
Transportation Concurrency Policy Amendments  
Washington state law, through the Growth Management Act (GMA), requires local jurisdictions to ensure the planned

transportation system will accommodate planned land use. Rather than prescribe a universal approach, the GMA allows jurisdictions to describe and establish the transportation concurrency metrics and standards.

In the Transportation Element of the Comprehensive Plan, policies provide direction on transportation concurrency and define the metrics and standards the City uses. Existing policy describes a vehicular approach to define the performance of the transportation system. A multimodal approach would consider the performance of the system for people walking, riding a bicycle, or taking transit.

The Transportation Commission previously identified metrics, standards, and guidelines for all modes (in their [Multimodal Level-of-Service Metrics, Standards and Guidelines](#) report in 2017). Ongoing work on the Mobility Implementation Plan/Multimodal Concurrency is preparing the Commission for a recommendation for a multimodal approach to concurrency. While the Transportation Commission has not yet articulated specific policy amendments, it is intended that an expanded definition of transportation concurrency will include all modes, thus Transportation Element policy amendments will be needed to implement multimodal concurrency.

The Transportation Commission is expected to recommend amendments for Transportation Element policies in Q2 2021. Policy recommendations will be forwarded to the Planning Commission for review in the context of the annual Comprehensive Plan amendment process. In addition to policy, the maps and the "narrative" language in the Transportation Element reflect the vehicle performance approach and these would also be amended to reflect multimodal concurrency.

**State the major conclusions, significant areas of controversy and uncertainty:**

- Comprehensive Transportation Project List  
The recommended Comprehensive Plan Amendment would repeal the CTPL and use the Transportation Improvement Program project list as the inventory of transportation projects.

The six-year Transportation Improvement Program (TIP) is the project inventory and serves as a draft work plan for the development of the local transportation system. The primary importance of the Bellevue TIP is that, in most instances, projects must be included on this list to be eligible for state and federal grants. The CTPL does not convey the same project status.

Unlike the city's funded Capital Investment Program Plan and the revenue-constrained 12-year Transportation Facilities Plan, the Bellevue TIP is not "revenue constrained," nor is the list of projects prioritized in any way. The city may include all

projects that it would choose to implement within the six-year time frame if funding was available. Projects are typically created through long-range planning with the community focused on specific geographic areas such as subareas or in transportation corridors.

The TIP is required by state law (RCW 35.77.010), a mandate for local jurisdictions to annually adopt and submit to the state a six-year program of transportation improvements. The state Department of Transportation and the Puget Sound Regional Council (PSRC) use local TIPs to coordinate the transportation programs of local jurisdictions with those of regional agencies. The PSRC monitors local TIPs for projects of regional significance, which need to be modeled for regional air quality conformity with federal standards, and to track projects supported by federal funds.

Each year, the Transportation Commission recommends an updated TIP to the City Council. To prepare its recommendation, the Commission considers that some projects on the list have been completed (these are recommended to be deleted) some new projects have been identified through long-range planning (these are recommended to be added (an example is the Eastgate Transportation Study), and some project descriptions are changed through planning and engineering work that supercedes the existing project description. The required annual update is presented for a public hearing before the Commission makes a final recommendation. This process occurs in Q1 through Q3 of each year, so the project list in the TIP stays current. For the 2021 TIP update, the Transportation Commisison held a public hearing and prepared a recommendation on the update to the TIP on April 8, 2021. The City Council will be asked to approve the TIP on May 10.

- **Multimodal Concurrency**

Washington state law, through the Growth Management Act (GMA), requires local jurisdictions to ensure the planned transportation system will accommodate planned land use. Rather than prescribe a universal approach, the GMA allows jurisdictions to describe and establish the transportation concurrency metrics and standards.

In the Transportation Element of the Comprehensive Plan, policies provide direction on transportation concurrency and define the metrics and standards the City uses. Existing policy describes a vehicular approach to define the performance of the transportation system. A multimodal approach would consider the performance of the system for people walking, riding a bicycle, or taking transit.

The Transportation Commission previously identified metrics,



standards, and guidelines for all modes (in the [Multimodal Level-of-Service Metrics, Standards and Guidelines](#) (MMLoS) report in 2017). Through ongoing work on the Mobility Implementation Plan/Multimodal Concurrency the Transportation commission is preparing a recommendation for a multimodal approach to concurrency. While the Transportation Commisison has not yet articulated specific policy amendments, it is intended that an expanded definition of transportation concurrency will include all modes, thus Transportation Element policy amendments will be needed to implement multimodal concurrency. The Transportation Commission is expected to recommend amendments for Transportation Element policies in Q2 2021. In addition, the maps and the "narrative" language in the Transportation Element will also be amended to reflect multimodal concurrency.

**State the issues to be resolved, including the environmental choices to be made among alternative courses of action:**

- **Comprehensive Transportation Project List**  
The Transportation Improvement Program essentially duplicates the CTPL, however the TIP project list is more responsive to changing circumstances because it is required to be updated annually. In contrast, the process to update the CTPL requires an amendment to the Comprehensive Plan – a process that may be done annually, but that requires several additional steps, including initiation by the City Council; and study sessions, public hearing and recommendation from the Planning Commission. It is because of this extra, and essentially duplicative process, that staff recommends repealing the CTPL and using the TIP as the one aggregated transportation project list for Bellevue.
- **Multimodal Concurrency**  
The existing vehicle-centric approach to concurrency is unsustainable and does not account for the multimodal transportation system the city plans for, funds, and advocates for at the regional level. The City Council has directed the Transportation Commisison to prepare a multimodal approach to transportation concurrency. Policy amendments in the Transportation Element are needed to replace the vehicle focused policies, maps and narrative.

**State the impacts of the proposal, including any significant adverse impacts that cannot be mitigated:** The proposal is a nonproject action to amend the Comprehensive Plan. There are no significant impacts resulting from that action. Any project-specific impacts would be evaluated under separate project review.

**Describe any proposed mitigation measures and their effectiveness:** No

*specific development is being proposed or approved. No significant environmental impacts have been identified, therefore, no mitigation measures are proposed.*

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

*Adoption of the proposed Comprehensive Plan amendments will not increase the potential impacts to water, emissions to air, earth resources or noise production.*

Proposed measures to avoid or reduce such increases are:

*N/A*

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

*The proposed Comprehensive Plan amendment will not increase the potential impacts to plants and animals.*

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

*N/A*

3. How would the proposal be likely to deplete energy or natural resources?

*The proposed Comprehensive Plan amendment will have no adverse impacts to energy or natural resources.*

Proposed measures to protect or conserve energy and natural resources are:

*N/A*

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

*The proposed Comprehensive Plan amendment is not anticipated to use or affect environmentally sensitive areas.*

Proposed measures to protect such resources or to avoid or reduce impacts are:

*N/A*

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

*The proposed Comprehensive Plan amendment will not affect land or shoreline use or encourage land or shoreline uses that are incompatible with existing plans.*

Proposed measures to avoid or reduce shoreline and land use impacts are:

*N/A*

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

*The proposed Comprehensive Plan amendments will not will not increase or decrease demands on transportation or public services and utilities.*

Proposed measures to reduce or respond to such demand(s) are:

*N/A*

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

*The proposed Comprehensive Plan amendments are not in conflict with local, state, or federal laws or requirements for the protection of the environment.*



# COMPREHENSIVE TRANSPORTATION PROJECT LIST

Adopted August 3, 2015; amended 2019 (Ordinance No. 6499)

Projects on this list guide the design of public investments and private-sector projects. These transportation projects span the entire city, as shown on the Map CTPL-1. Where there are several projects in close geographic proximity, separate maps provide more details; see Maps CTPL-2 and -3. For details on Downtown Bellevue projects, refer to the [Downtown Transportation Plan](#). Projects related to functional plans such as the [Pedestrian and Bicycle Transportation Plan](#) and the [Transit Master Plan](#) are located in those documents.

Figure CTPL-1. Comprehensive Transportation Project List

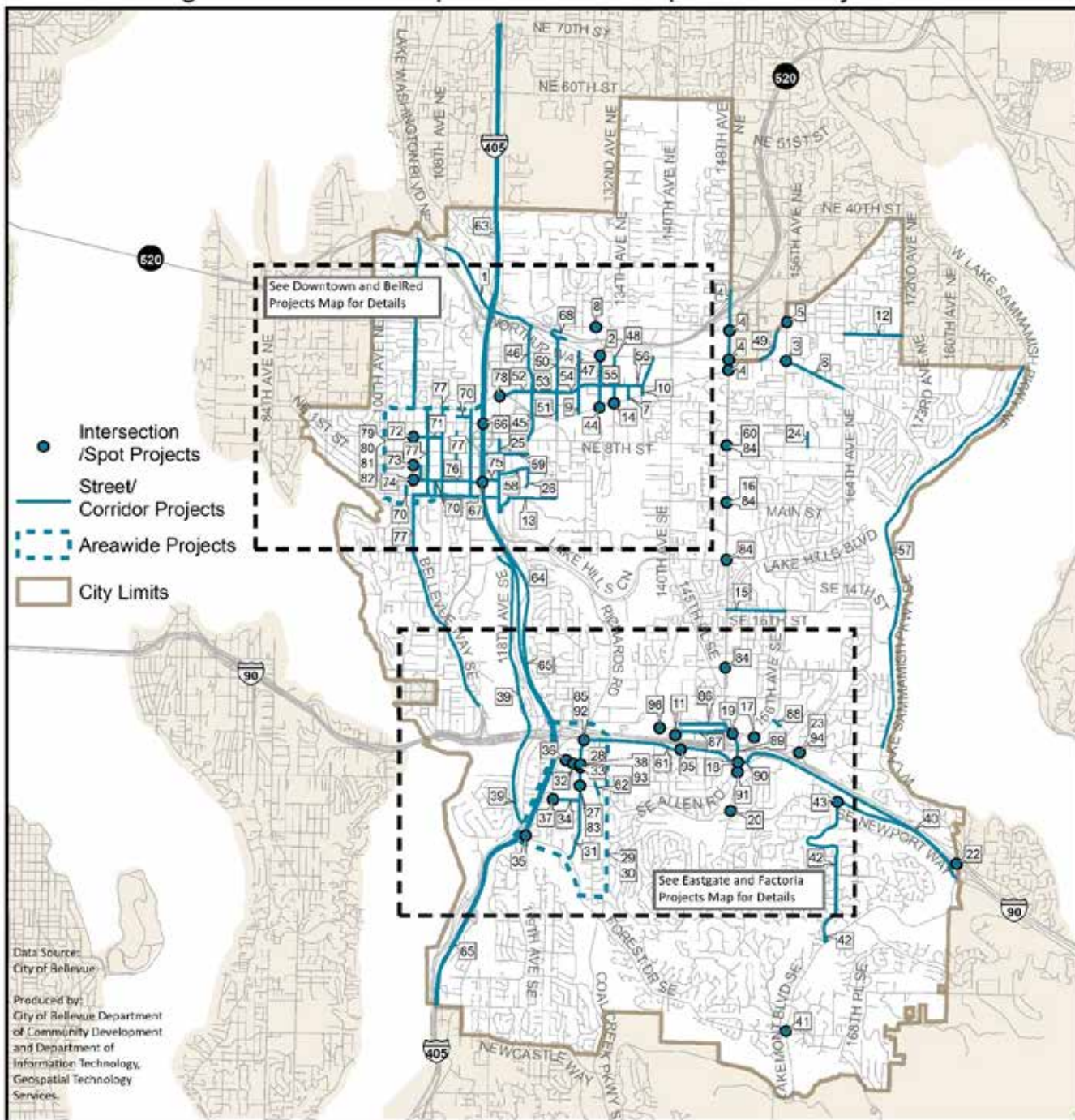




Figure CTPL-2. Downtown and BelRed Projects

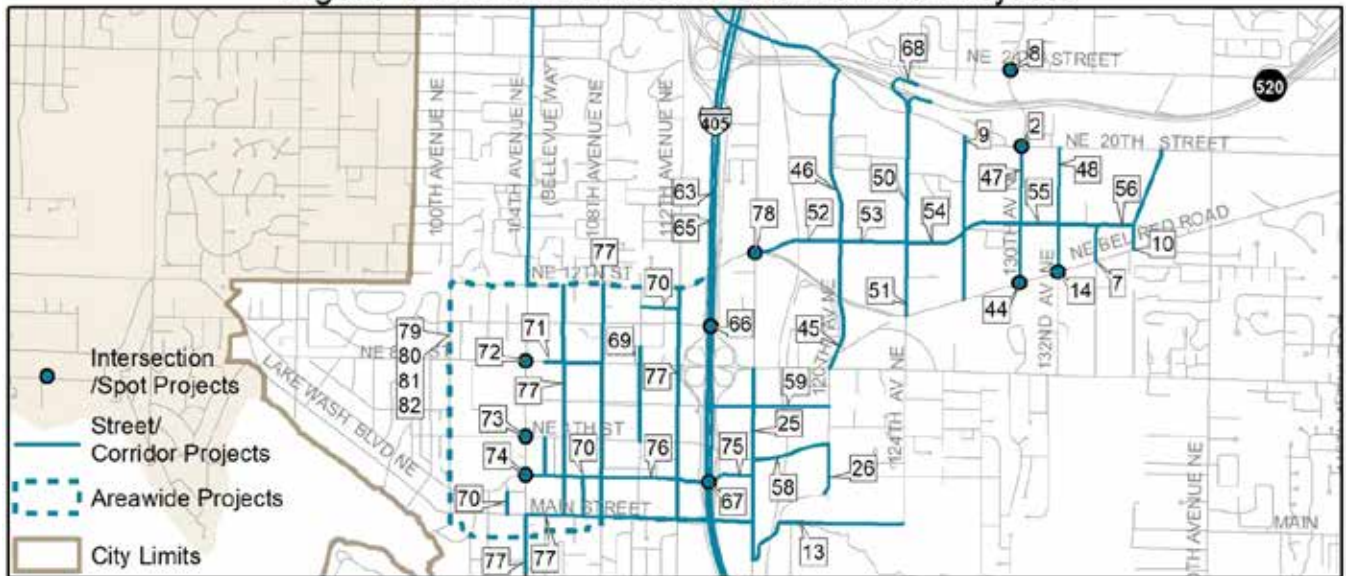
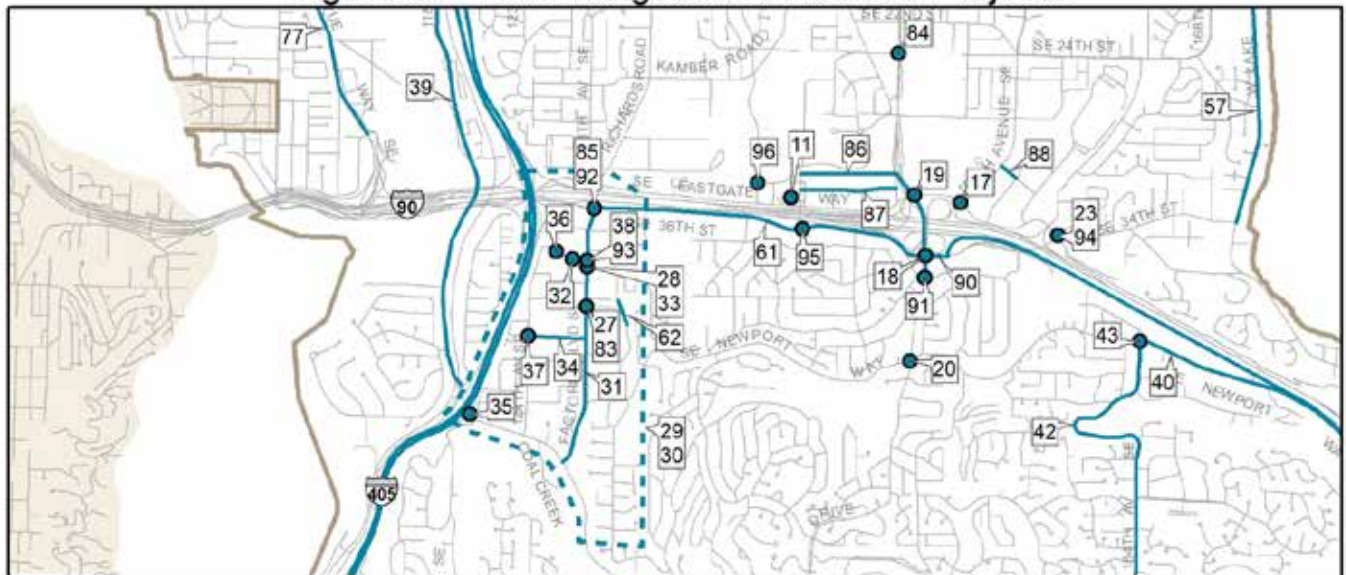


Figure CTPL-3. Eastgate and Factoria Projects



Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-1	This project will design and construct bike lane and sidewalk improvements on both sides of Northup Way between NE 24th Street and NE 33rd Place. This project will also incorporate other work elements including a pedestrian bridge at the Eastside Rail Corridor crossing, retaining walls, storm drainage improvements and water quality treatment, landscaping and irrigation, traffic signal and street light modifications, and two mid-block pedestrian crossings.	Northup Way	NE 24th St to NE 33rd Pl	PW-R-146 TFP-079
CTPL-2	Conduct a needs assessment to determine whether southbound right turn and westbound right turn lanes should be added at 130th Ave NE / NE 20th St.	130th Ave NE / NE 20th St		
CTPL-3	Conduct a needs assessment to determine whether eastbound and westbound through lanes and a second northbound left turn lane should be added at 156th Ave NE / NE 20th St and signalization modified. Also assess whether the eastbound through lane should be extended 800 feet (plus transition) east of 156th.	156th Ave NE / NE 20th St	From intersection to east of 156th Ave NE	
CTPL-4	<p>The project will evaluate and refine improvements to the 148th Avenue NE Master Plan. Potential improvements include the following:</p> <ol style="list-style-type: none"> <li>1. A third northbound through lane on 148th Avenue NE from 350 feet south of Bel-Red Road to the SR 520 eastbound on-ramp</li> <li>2. A northbound right-turn lane, and eastbound and westbound dual left-turn lanes at 148th Avenue NE and Bel-Red Road</li> <li>3. Eastbound and westbound dual left-turn lanes at NE 20th Street and 148th Avenue NE</li> <li>4. Extend the northbound and westbound right-turn lanes at NE 24th Street and 148th Avenue,</li> <li>5. Eastbound and westbound dual left-turn lanes at NE 24th Street and 148th Avenue NE</li> <li>6. Configure the northbound 3-lane approach on 148th Avenue NE at the SR 520 eastbound on-ramp to: right turn only, through/optional HOV right turn, and through only</li> <li>7. Convert and extend southbound right-turn lane on 148th Ave NE between NE 24th and NE 20th into a BAT lane. Improvements at NE 24th Street will accommodate or implement a wide-lane east-west bicycle facility. The project may be phased with the initial phase focusing on the north end of the 148th Avenue NE corridor. Scope and cost may be modified based future analysis and coordination with the City of Redmond associated with the 148th Avenue NE Master Plan. Funding allocation will support work in coordination with Redmond to identify project phasing and conduct predesign work.</li> </ol>	148th Ave NE	At Bel-Red Rd, NE 20th St, and NE 24th St	TFP-250
CTPL-5	Coordinate with private development to construct a southbound right turn lane at 156th Ave NE and Bel-Red Rd.	156th Ave NE / Bel-Red Rd		

# COMPREHENSIVE TRANSPORTATION PROJECT LIST

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-6	Conduct a needs assessment to determine whether a median left-turn lane should be added on Northup Way between 156th Ave NE and 164th Ave NE where not complete.	Northup Way	156th Ave NE to 164th Ave NE	
CTPL-7	Reconstruct as three lanes; modify signalization.	134th Ave NE	Bel-Red Rd to Spring Blvd	
CTPL-8	Conduct a needs assessment to determine whether left-turn pockets should be added on all legs of 130th Ave NE / NE 24th St except the north leg. Also monitor for potential future	130th Ave NE / NE 24th St		
CTPL-9	Coordinate with private development to construct a new street that meets urban standards with two general purpose lanes, two parking lanes, gutters, and sidewalks, consistent with design guidelines established in the Bel-Red Corridor Plan.	127th Ave NE	Bel-Red Rd to Northup Way	
CTPL-10	Coordinate with private development to construct new three-lane road; signalize.	136th Ave NE	Bel-Red Rd to Spring Blvd	
CTPL-11	Create a high capacity transit (HCT) station facility at the Eastgate Park and Ride.	Eastgate Park-and-Ride		
CTPL-12	Upgrade to urban standards (2/3 lanes) with curbs, gutters, and sidewalks where not complete. Provide intersection left turn lanes or two-way left turn lanes at selected locations.	NE 24th St	164th Ave NE to 172nd Ave NE	
CTPL-13	Upgrade to urban standards (2/3 lanes) with curbs, gutters, bicycle facilities, and sidewalks. Provide intersection left turn lanes or two-way left turn lanes as required at selected locations.	Main St and SE 1st St	116th Ave NE to 124th Ave NE	
CTPL-14	Conduct a needs assessment to determine whether northbound and southbound right turn lanes should be added at 132nd Ave NE / Bel-Red Rd.	132nd Ave NE / Bel-Red Rd		
CTPL-15	The project will add 5-foot-wide bicycle lanes outside of 11-foot-wide vehicle lanes on both sides of SE 16th Street. The project will construct new curb, gutter, and 6-foot-wide sidewalk and 4-foot-wide planter on the north side between 148th Avenue NE and 154th Avenue NE. This is a component of priority bicycle corridor EW-3: Lake to Lake Trail.	SE 16th St	148th Ave SE to 156th Ave SE	TFP-158
CTPL-16	Conduct a needs assessment to determine whether a westbound right turn lane should be added at 148th Ave / Main St.	Main St / 148th Ave		
CTPL-17	Redesign 156th Ave SE and SE Eastgate Way intersection [to] establish a gateway treatment, potentially to include developing a modern roundabout.	156th Ave NE	SE Eastgate Way to I-90 westbound off-lane	Eastgate Transportation Study

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-18	Add a second eastbound right turn lane, extend the southbound left turn lane, extend the southbound through lane from the loop ramp to SE 38th Street, restrict the eastbound left turn movement, add a second westbound left turn lane and extend the westbound right turn lane. The project will also evaluate upgraded ped and bike crossings and gateway treatments.	150th Avenue SE	SE 37th St to I-90 eastbound off-ramp	Eastgate Transportation Study
CTPL-19	Add a second northbound left turn lane, add a third southbound through lane across the I-90 overpass, extend the southbound left turn lane and add a northbound right turn lane. The project will also evaluate/accommodate upgraded ped and bike crossings, planned Eastgate Way bike lanes, and gateway treatments.	150th Avenue SE	Eastgate Way across I-90 overpass	Eastgate Transportation Study
CTPL-20	This project will conduct a design alternatives analysis in coordination with the community, complete design, and includes a placeholder for construction of the identified roadway and non-motorized improvements to SE Newport Way between Somerset Boulevard and 150th Avenue SE. Specific improvements may include sidewalks on at least one side, pedestrian crossing facilities, bike lanes on both sides, turn lanes where necessary, and other potential roadway amenities including illumination, landscaping, irrigation, storm drainage and water quality	Newport Way	Somerset Ave SE to 150th Ave SE	TFP-255
CTPL-21	<i>Deleted Ordinance No. 6499</i>			
CTPL-22	The Lakemont Blvd SE/West Lake Sammamish Pkwy SE Interchange Improvements identified in the WSDOT I-90 Bellevue to North Bend Corridor Study include the following project elements: (1) widen existing WLSP roundabout; (2) addition of a new roundabout at the westbound ramp terminal; and (3) addition of a new EB slip ramp on the existing EB to NB WLSP off-	I-90 / Lakemont Blvd SE / West Lake Sammamish Pkwy SE		
CTPL-23	Conduct a warrant study to determine the need and potential benefit of a traffic signal in improving traffic flow at the intersection of Eastgate Way and SE 35th Place.	Eastgate Way / SE 35th Pl		
CTPL-24	Improve 160th Avenue NE with landscaping, street trees and street edge enhancements that extend the character of the Crossroads Park. The connection at 156th Avenue NE should include landscaping and design features that act as a park "gateway." 160th Avenue NE is an easement on private property used by Crossroads Park. To facilitate improvements to 160th Avenue, it may be appropriate for the city to acquire the right of way for 160th Avenue NE from NE 8th Street to Crossroads Park.	160th Ave NE	North of NE 8th St to Crossroads Park	



# COMPREHENSIVE TRANSPORTATION PROJECT LIST →

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-25	Improve the 116th Avenue NE streetscape, including select median landscaping areas.	116th Ave NE	NE 8th St to SE 1st St	
CTPL-26	Improve the 120th Ave NE streetscape, including select median landscaping areas, between NE 4th St to NE 1st St.	120th Ave	NE 1st St to NE 4th St	
CTPL-27	Improve the pedestrian crossing of Factoria Boulevard at SE 40th Lane, considering options such as: installing special paving types or markings, and providing longer pedestrian signal phases or priority or an eastbound left-turn only signal phase.	Factoria Blvd / SE 40th Ln		
CTPL-28	Improve the at-grade pedestrian crossing of the Factoria Boulevard at SE 38th St intersection considering options such as: installing special paving types or markings, or providing longer pedestrian phases.	Factoria Blvd / SE 38th St		
CTPL-29	Improve wayfinding signage for pedestrians throughout the Factoria area. This project may be implemented by the city on public right-of-way, or by private property owners.	Factoria		
CTPL-30	Consider installing vehicle stop lines in advance of crosswalks and driveway access points where vehicle encroachment is documented and consistent.	Factoria		
CTPL-31	Provide pedestrian-scale lighting fixtures above Factoria Boulevard sidewalks.	Factoria Blvd		
CTPL-32	Consider relocating the existing mid-block crosswalk on SE 38th St west of Factoria Boulevard when Factoria Mall redevelopment changes the pedestrian and vehicular circulation pattern. This project's timing would be coincident with that of Mall redevelopment.	SE 38th St west of Factoria Blvd		
CTPL-33	Consider the feasibility and design of a grade-separated pedestrian crossing of Factoria Boulevard at SE 38th St. from the northeast corner to southwest corner of the intersection. This project could be developed in association with an enhanced transit facility at this location, and with private redevelopment on each side of the intersection where the skybridge would "land" on private property	Factoria Blvd / SE 38th St		
CTPL-34	Provide a landscaped median where feasible to enhance the streetscape on SE 41st PI between Factoria Boulevard and 124th Ave SE. This project could be coordinated with future Mall expansion.	SE 41st PI	Factoria Blvd to 124th Ave SE	
CTPL-35	Conduct a study to determine whether adopted, projected 2030 vehicle level of service standards are anticipated to be met at the I-405 / Coal Creek Pkwy intersection. If these standards are not projected to be met, further study what types of improvements could be pursued to achieve this end.	Coal Creek Pkwy / I-405		

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-36	Coordinate with private property owners to develop a primary access driveway from SE 38th St to Factoria Mall at time of redevelopment. Align this driveway with the major driveway (private road SE 37th St) on the north side of SE 38th St to create a 4-way intersection. Install traffic controls at this intersection if warrants are met. Provide pedestrian crosswalks at this intersection. The timing of this project is dependent on Factoria Mall redevelopment.	SE 38th St	At entrance to Factoria Mall	
CTPL-37	Install a new traffic signal at SE 124th Ave and 41st Pl SE, if signal warrants are met.	124th Ave SE / 41st Pl SE		
CTPL-38	Coordinate with King County Metro Transit and adjacent property owners to develop a "Factoria Station" transit center on Factoria Boulevard, near SE 38th St. In the short-term, the transit center could consist of enhanced service, rider information, and facilities. In the longer-term, a more substantial transit center may need to be designed and coordinated together with private redevelopment projects. To facilitate pedestrian crossings of Factoria Boulevard and SE 38th St, a grade-separated crossing (skybridge) may be considered in the long-term. A grade-separated pedestrian crossing would be integrated with adjacent	Factoria Blvd / SE 38th St		
CTPL-39	Provide pedestrian/bicycle facilities while maintaining existing general purpose travel lanes. Conduct traffic analysis to assess the need for added turning lanes at selected intersections.	118th Ave SE	SE 8th St to Coal Creek Pkwy	
CTPL-40	Conduct a needs assessment to determine whether left-turn pockets should be constructed at key intersections along Newport Way SE between 164th Ave SE and Lakemont Blvd.	Newport Way SE	164th Ave SE to Lakemont Blvd extension	
CTPL-41	Provide a new traffic signal and turn lane on Forest Drive.	Lakemont Blvd / Forest Dr		
CTPL-42	Upgrade the existing two-lane road to higher standards; provide safety features; and provide left-turn pockets at key intersections including Newport Way.	164th Ave SE	Newport Way to Lakemont Blvd	
CTPL-43	Conduct a needs assessment to determine whether the south and east approach legs of 164th Ave SE and Newport Way should be channelized.	164th Ave / Newport Way		
CTPL-44	Conduct a needs assessment to determine whether a westbound-to-northbound right-turn lane and a second southbound-to-westbound right-turn lane should be added and signalization modified at Bel-Red Rd and 130th Ave NE.	130th Ave NE / Bel-Red Rd		TFP-218

# COMPREHENSIVE TRANSPORTATION PROJECT LIST →

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-45	This project will extend, realign and widen 120th Ave NE from south of NE 8th St to south of NE 12th Street. The project includes all intersection and signal improvements at NE 8th St and a new signalized intersection at Lake Bellevue Drive/Old Bel-Red Road. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. The project will be designed and constructed to reflect Wilburton/Bel-Red urban design criteria. The project includes new and/or relocation of utility infrastructure including a joint utility trench (JUT) to accommodate future underground utilities. The project will also be coordinated with private development in the vicinity and with development of the 120th Ave NE Improvements projects south of NE 8th St and from NE 12th Street to the north.	120th Ave NE	NE 8th St to NE 12th St	PW-R-164, TFP-208
CTPL-46	This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Ave NE Improvements – NE 8th to NE 12th Streets and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor. Pre-design work on Stage 4 of the 120th Avenue NE corridor between NE 16th Street and Northup Way conducted through 2014 has assumed the current roadway alignment and would widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street.	120th Ave NE	NE 12th St to Northup Way	PW-R-168, TFP-241

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-46	This project will extend the 120th Avenue NE widening from NE 12th Street to NE 16th Street. This corridor segment includes all intersection improvements at NE 12th Street and will be designed to accommodate future intersections at Spring Boulevard, NE 16th Street, and potential property access near the NE 14th Street alignment. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane. The project will improve, or install where missing, bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping, irrigation, storm drainage, and water quality treatment. Between NE 14th and NE 16th Streets, the project will include a bridge structure and be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. The project implementation will also be coordinated with private development in the vicinity and the development of 120th Ave NE Improvements – NE 8th to NE 12th Streets and the NE Spring Blvd improvements to the west and east of the 120th Ave NE corridor. Pre-design work on Stage 4 of the 120th Avenue NE corridor between NE 16th Street and Northup Way conducted through 2014 has assumed the current roadway alignment and would widen the roadway and transition from a 5-lane section to a 4-lane section in proximity of NE 18th Street.	120th Ave NE	NE 12th St to Northup Way	PW-R-168 TFP- 241
CTPL-47	This project will redevelop 130th Avenue NE between Bel-Red Road and NE 20th Street. The segment north of the planned intersection with Spring Blvd will include a retail focused/pedestrian-oriented design with a two-lane cross-section, bike lanes, and on-street parking. The segment south of the Spring Blvd intersection will transition from the retail street design to the north to a three lane section. Along both segments, the project will design new or redeveloped curb, gutter and sidewalk on both sides of the street, future intersection improvements including turn lanes, potential mid-block crossings, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed in coordination with the Sound Transit East Link light rail line project crossing 130th Avenue NE at the Spring Blvd alignment and the planned light rail station and park and ride facility between 130th and 132nd Avenues NE. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of Spring Blvd -	130th Ave NE	Bel-Red Rd to NE 20th St	TFP-218

# COMPREHENSIVE TRANSPORTATION PROJECT LIST →

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-48	Widen 132nd Avenue NE to three lanes between Bel-Red Road and NE 20th Street. Modify traffic signals.	132nd Ave NE	Bel-Red Rd to NE 20th St	
CTPL-49	The project will widen the roadway to five lanes, including two travel lanes in each direction, with a center turn lane, and bicycle lanes. The funding allocation is a placeholder that may be used to support project pre-design or early implementation.	Bel-Red Rd	NE 20th St to NE 24th St	TFP-254
CTPL-50	This project will widen 124th Avenue NE from NE Spring Boulevard to Northup Way. The roadway cross-section will consist of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane, install curb, gutter and sidewalk or multipurpose trail on both sides, planter strips, a bridge structure, retaining walls, illumination, landscaping, irrigation, storm drainage, water quality treatment, and install a new signal at NE 16th Street. The project will be designed and constructed in coordination with Sound Transit and the undercrossing of the East Link light rail line project in this vicinity and will reflect Bel-Red urban design criteria and to accommodate any necessary new and/or relocation of utility infrastructure. Implementation will be coordinated with private development in the vicinity and the development of 124th Ave NE Improvements – Main St to NE Spring Blvd and the NE Spring Blvd improvements to the west of the 124th Ave NE corridor.	124th Ave NE	Spring Blvd to Northup Way	PW-R-166 TFP-210
CTPL-51	<p>This project will widen 124th Ave NE from NE 12th St (Bel-Red Rd) to NE Spring Blvd. The roadway cross-section of this segment consists of five lanes, including two travel lanes in each direction with turn pockets or a center turn lane; curb, gutter, and separated multi-use paths on both sides; and illumination, landscaping, irrigation, storm drainage and water quality treatment, intersection, and signal system improvements. The project will be designed and constructed to reflect Bel-Red urban design criteria and to accommodate any new and/or relocation of existing utility infrastructure and will be coordinated with the design and implementation of 124th Ave NE Improvements – NE Spring Blvd to NE 18th St. This project will also construct non-motorized improvements between NE 8th and NE 12th Streets. South of NE 8th St, the project has evaluated, designed, and will complete implementation of mitigation measures to protect residential communities south of NE 8th St from potential traffic impacts of Bel-Red growth and the associated major roadway projects in the vicinity.</p> <p>Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Bel-Red area capital investments or private developments.</p>	124th Ave NE	NE 8th St to Spring Blvd	PW-R-169 TFP- 213

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-52	This project will complete the design and construct a new multi-modal arterial street connection between NE 12th Street/116th Avenue NE and 120th Avenue NE. NE 12th Street will be widened between 116th Avenue NE and the new street connection west of the Eastside Rail Corridor. The planned roadway cross-section for the new arterial street between NE 12th Street and 120th Avenue NE will include two travel lanes in each direction with turn pockets, along with new traffic signals at the NE 12th Street and at 120th Avenue NE intersections. This project will also incorporate other work elements including modifications to the existing NE 12th Street/116th Avenue NE intersection, a separated multi-purpose path along the north side and a sidewalk on the south side, landscaping and irrigation, illumination, storm drainage improvements and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit so that it may cross over the East Link light rail alignment and Eastside Rail Corridor. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with private development in the vicinity and the development of NE Spring Boulevard - 120th to 124th Avenues NE and 120th Avenue NE Improvements – NE 12th Street to NE 16th Street.	Spring Blvd	116th Ave NE to 120th Ave NE	PW-R-172 TFP- 209
CTPL-53	This project will complete design and construct a new arterial street connection between 120th and 124th Avenues NE, including signalized intersections at 120th, 121st, 123rd, and 124th Avenues NE. The planned roadway cross-section will include two travel lanes in each direction with widened outside lanes for shared bicycle use, turn pockets or center medians, curb, gutter, and wide sidewalks on both sides, landscaping, irrigation, illumination, storm drainage, water quality treatment, and other underground utilities. An on-street parking and transit vehicle layover space will be provided along the north side of the roadway alignment. The project will be designed in coordination with the Sound Transit East Link light rail station in the vicinity of 120th Avenue NE.	Spring Blvd	120th Ave NE to 124th Ave NE	PW-R-173
CTPL-54	Multi-modal corridor incorporating east-west arterial capacity (2 through-lanes in each direction, potentially with an interim improvement limited to a single through-lane in each direction); light rail guideways and stations; urban sidewalks; a bicycle trail/pathway with regional trail connections; and “green” elements, including urban open spaces, tree canopy and landscaping features, and natural drainage features where	Spring Blvd	124th Ave NE to 130th Ave NE	

# COMPREHENSIVE TRANSPORTATION PROJECT LIST

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-55	<p>This project will complete the design and construct the westbound lane and other improvements on the north half of a new arterial roadway connection between 130th Avenue NE and 132nd Avenue NE. The project includes traffic signals at the 130th Avenue NE and 132nd Avenue NE that will integrate traffic, pedestrian, and bicycle movements with the Sound Transit East Link Light Rail Transit (LRT) project. The roadway cross-section will include a single travel lane outside the LRT alignment, sidewalk and bike lane, illumination, landscaping and irrigation, storm drainage and water quality treatment, and other underground utilities. The project will be designed and constructed in coordination with Sound Transit who will construct the 130th Avenue NE LRT station between the westbound and eastbound lanes and a park and ride facility to the north. The project will be designed to reflect Bel-Red urban design criteria and will also be coordinated with potential future private development in the vicinity, and designs for 130th Avenue NE – Bel-Red Road to NE 20th Street and NE Spring Boulevard – 132nd Avenue NE to NE 20th Street project.</p> <p>An eastbound lane and other roadway improvements to the south of the planned 130th Avenue NE LRT station will also be completed in the future. This may occur in phases in coordination with other Sound Transit facilities, Bel-Red area capital</p>	Spring Blvd	130th Ave NE to 132nd Ave NE	PW-R-174 TFP- 215

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-56	This project will construct roadway improvements, allowing for coordination and forward compatibility with Sound Transit who will be implementing the East Link project between the eastbound/northbound and westbound/southbound lanes NE Spring Boulevard and 136th Place NE. The project will interface with designs at 132nd and 134th Avenues NE, which will integrate traffic, pedestrian, and bicycle movements with the East Link crossings. The roadway cross-section outside of the LRT alignment includes one travel lane in each direction, on-street parking between 132nd Ave NE and 134th Ave NE, buffered bike lanes, curb, gutter, and sidewalk on each side, illumination, landscaping, irrigation, storm drainage, water quality treatment, and other underground utilities. The project will be designed to reflect Bel-Red urban design criteria, the 130th Avenue NE Light Rail Station Area Plan Report, and will also be coordinated with private development in the vicinity and the design of the 130th Avenue NE – Bel-Red Road to NE 20th Street, 134th Avenue NE – NE Spring Boulevard to NE 20th Street, and NE Spring Boulevard – 130th to 132nd Avenues NE projects. Future project implementation may occur in phases or include interim facilities dependent upon funding availability and coordination with other Sound Transit facilities, Bel-Red area capital investments or private	Spring Blvd and 136th Pl NE	132nd Ave NE to NE 20th St	PW-R-175 TFP-215
CTPL-57	The project will ultimately provide a consistent 4-foot-wide shoulder on the east side, a 10.5-foot-wide northbound vehicle travel lane, a 10-foot-wide southbound vehicle travel lane, a 10-foot-wide multi-purpose trail (8 feet wide in approximately 2% of the corridor due to constricted space) on the west side separated by a 1.5-foot shy distance space and a 2-foot- or 5-foot-wide landscaped buffer where space is available; a signal at SE 34th Street, if warranted; and pedestrian crossings at SE 26th Street, Northup Way, NE 24th Street, and at five other locations along the parkway. The project will also make storm drainage, water quality, and fish passage improvements throughout the corridor.	West Lake Sammamish Parkway	North City Limits to SE 34th St	PW-R-183 TFP-078



# COMPREHENSIVE TRANSPORTATION PROJECT LIST

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-58	This project will implement a new five lane arterial, with two travel lanes in each direction and a center turn lane where necessary, between 116th Avenue NE and 120th Avenue NE. The project will include bike lanes, curb, gutter and sidewalk on both sides, illumination, landscaping and irrigation, storm drainage and detention. The project will accommodate other utility infrastructure as needed. The final roadway alignment was determined in coordination with existing and potential future development and with the ownership interests of the Eastside Rail Corridor (ERC). The project has been designed not to preclude potential future uses of the ERC corridor. The project will include a new signalized intersection at NE 4th Street/120th Avenue NE and modifies the existing signalized intersection at NE 4th Street/116th Avenue NE. Implementation of the project will be closely coordinated with the complementary 120th Avenue NE Improvements project. A neighborhood protection plan, to address potential traffic impacts along NE 5th Street to the east of 120th Avenue NE, may be developed in coordination with the neighborhood. The current project budget is intended to fully fund all phases of the project. The construction phase of the project will be completed in stages.	NE 4th St	116th Ave NE to 120th Ave NE	PW-R-160 TFP- 207
CTPL-59	The project will extend the existing NE 6th St transit and carpool ramp, which is accessible to and from Interstate 405 in both directions, eastward from the middle of the freeway. The new road would extend above the northbound lanes of Interstate 405 and 116th Ave NE to a new intersection at 120th Ave NE.  The facility will be designed to accommodate multiple uses, including HOV, frequent transit, general purpose, and a 14-ft wide non-motorized pathway along the south side of NE 6th St between 112th Ave NE and 120th Ave NE. The project will also include street lighting, landscaping, irrigation, storm drainage/detention.	NE 6th St Multimodal Corridor	112th Ave NE to 120th Ave NE	PW-R-162 TFP-211
CTPL-60	Conduct a needs assessment to determine whether westbound right turn lanes and double left-turn lanes should be added at 148th Ave NE and NE 8th St. The latter improvement would also include widening to the north, with new curb, gutter, and	NE 8th St / 148th Ave NE		

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-61	<p><u>Part 1:</u> The project will construct the Mountains to Sound Greenway Trail as a 10-foot-wide or greater width paved multi-use trail beginning at the current end of the I-90 Trail at Factoria Boulevard. The route extends eastward along the north side of SE 36th Street, follows a new independent alignment along the I-90 off-ramp to the 150th Avenue SE at SE 37th Street intersection, crosses 150th Avenue SE, and continues along the south side of SE 37th Street, just east of the entrance to the I-90 on-ramp (crosses SE 37th Street opposite Eastgate Plaza). The trail route then turns north and continues eastward adjacent to I-90 in the WSDOT right-of-way to Lakemont Boulevard. The design of the Mountains to Sound Greenway I-90 Trail links should, to the extent feasible, preserve existing and/or enhance adjacent on-street bicycle facilities, especially in locations where these are most useful to bicyclists. Revisions will be considered to the Factoria Boulevard/SE 36th Street intersection to enhance pedestrian and bicycle crossings, identified as priority bicycle corridor EW- 4.</p> <p><u>Part 2:</u> The project will install boulevard treatment on roadway segments adjacent to the Mountains to Sound Greenway Trail, with elements likely to include street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art. The project will coordinate with the City's Urban</p>	Mountains to Sound Greenway Trail	Factoria Blvd to Lakemont Blvd	PW-W/B-78 TFP-243
CTPL-62	This project will connect the stub ends of 129th Place SE to provide a through north-south non-motorized connection between SE 38th Street and Newport Way. Project implementation will be coordinated with future private development in the immediate vicinity.	129th Ave SE	Newport Way to SE 38th St	TFP-103
CTPL-63	Construct an HOV lane and one or more additional lanes (general purpose, HOV, and/or HCT) in each direction to improve the person carrying capacity of the corridor with final designation of usage and number of lanes dependent on the results of the Growth Management Act, implementation of Transportation Demand Management legislation and analysis performed in the High Capacity Transit study. Refer to the I-405 Master Plan.	I-405	NE 8th St to NE 70th St	
CTPL-64	Construct an HOV lane and one or more additional lanes (general purpose, HOV and/or HCT) in each direction to improve the person carrying capacity of the corridor with final designation of usage and number of lanes dependent on the results of the Growth Management Act, implementation of Transportation Demand Management legislation and analysis performed in the High Capacity Transit study. Refer to the I-405 Master Plan.	I-405	SE 8th St to I- 90	

# COMPREHENSIVE TRANSPORTATION PROJECT LIST →

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-65	Add two general purpose lanes on I-405 in each direction north of NE 10th St and south of NE 2nd St, with one additional lane in each direction between these streets. Refer to the I-405 Master	I-405		
CTPL-66	Add new I-405/SR-520 access at NE 10th St via collector-distributor lanes from and to the north. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. Refer to the WSDOT I-405 Master Plan.	I-405 / NE 10th St		TFP-193
CTPL-67	Add new I-405 access at NE 2nd St via collector-distributor lanes from and to the south. This project would likely be a regional or outside agency-led effort in which the City may choose to participate financially. Refer to the WSDOT I-405 Master Plan.	I-405 / NE 2nd St		TFP-197
CTPL-68	Create a new full interchange at SR-520 near 124th Avenue NE.	SR-520 / 124th Ave NE		TFP-217
CTPL-69	Widen this section from three lanes to four or five lanes where not complete. Project is a component of the 2030 baseline scenario – final design subject to multimodal corridor analysis.	110th Ave NE	NE 4th St to NE 9th St	TFP-110
CTPL-70	Reconstruct the following sections to meet city design standards (sidewalks, lane width, etc.): a) 103rd Avenue NE between Main Street and NE 1st Street b) 105th Avenue NE between NE 2nd Street and NE 4th Street. c) 107th Avenue NE between Main Street and NE 2nd Street. d) NE 11th St between 110th Avenue NE and 112th Avenue NE.	103rd Ave NE, 105th Ave NE, 107th Ave NE, and NE 11th St		
CTPL-71	Add one westbound lane on NE 8th St between 105th Ave NE and 106th Ave NE (while preserving the large sequoia). 2030 Baseline scenario project.	NE 8th St	105th Ave NE and 108th Ave NE	TFP-219
CTPL-72	Add a new southbound to westbound right turn lane. Require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.	NE 8th St / Bellevue Way NE		TFP-223
CTPL-73	Provide dedicated southbound to westbound and westbound to northbound right turn lanes. Add new dual northbound to westbound left turn lanes on Bellevue Way. Require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.	NE 4th St / Bellevue Way NE		TFP-222
CTPL-74	a) Add new westbound to southbound left-turn lane on NE 2nd St. b) Add new northbound to eastbound right turn lane on Bellevue Way. c) Add new southbound to eastbound dual left turn lanes on Bellevue Way.  For each of these, require project proponent to prepare a multimodal analysis prior to implementation to evaluate the aggregate mobility benefits.	NE 2nd St / Bellevue Way NE		TFP-225

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-75	Extend NE 2nd St from 112th Ave NE across I-405 to 116th Ave NE, including intersection improvements at 112th Ave NE and 116th Ave NE. Add new dual southbound to eastbound left turn lanes on 112th Ave at NE 2nd Street. The overpass is a component of the I-405 Master Plan (Project #108); the arterial projects are identified as "Beyond 2030" projects.	NE 2nd St	112th Ave NE to 116th Ave NE	TFP-197
CTPL-76	Widen this section from 3 or 4 to 5 lanes. This is a 2030 Baseline scenario project.	NE 2nd St	Bellevue Way NE to 112th Ave NE	TFP-190
CTPL-77	Conduct corridor studies and implement recommended multimodal improvements on the following streets: a) 108th Avenue NE between Main Street and NE 12th Street b) Main Street between Bellevue Way and 116th Avenue NE c) Bellevue Way between I-90 and Main Street d) Bellevue Way between NE 12th Street and SR 520 e) 112th Avenue between Main Street and NE 12th Street f) 106th Avenue NE between Main Street and NE 12th Street	106th Ave NE, 108th Ave NE, 112th Ave NE, Bellevue Way NE, Main St		TFP-230, TFP-234
CTPL-78	Conduct a needs assessment to determine whether a northbound to eastbound right-turn lane and eastbound to northbound dual left-turn lanes should be added at NE 12th St and 116th Ave NE.	NE 12th St / 116th Ave NE		
CTPL-79	Downtown crosswalks that incorporate "Standard", "Enhanced" or "Exceptional" components according to the Crosswalk Types map that are designed in context to accommodate pedestrians in a safe and comfortable manner	Downtown		PW-R-182
CTPL-80	Downtown mid-block crossings that are at-grade (grade-separated mid-block crossings would be built by others) to facilitate pedestrian crossings of wide arterials between signalized intersections.	Downtown		PW-R-182
CTPL-81	Comprehensive network of on-street bicycle facilities and wayfinding plus short-term on-street bicycle parking. For both commuting and recreation, projects will support connectivity within Downtown and connections to neighborhoods and regional facilities such as the I-90 Trail, the SR 520 Trail and the future Eastside Rail Corridor Trail.	Downtown		PW-R-182
CTPL-82	Implement transit passenger comfort amenities, information, and access to transit improvements at and around bus stops and light rail station areas throughout Downtown.	Downtown		PW-R-182
CTPL-83	Lengthen the southbound to eastbound left turn lane and lengthen the westbound left turn lane at SE 40th lane and Factoria	SE 40th Ln / Factoria Blvd		
CTPL-84	Replace aging wiring and poles at three signalized intersections along the 148th Avenue corridor, including SE 8th Street, Main Street, and NE 8th Street.	148th Ave NE/SE	SE 8th St, Main St, and NE 8th St	

# COMPREHENSIVE TRANSPORTATION PROJECT LIST →

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-85	Redesign the Factoria Blvd and SE 36th St intersection to enhance pedestrian and bicycle crossings.	Factoria Blvd SE / SE 36th St		
CTPL-86	Establish a new east-west roadway on the south edge of the Bellevue College campus between 142nd Place SE/Snoqualmie River Road and 148th Avenue SE along the south campus	Coal Creek Rd	142nd Pl SE to 148th Ave SE	
CTPL-87	A new east-west pedestrian connection is formalized through the Lincoln Executive Center to the Eastgate Park-and-Ride.	SE 32nd St	Eastgate P & R Rd to 148th Ave SE	
CTPL-88	Improve east-west pedestrian and bicycle connectivity to retail services by creating a 6 to 10' wide trail connection that links SE 33rd Street to 156th Avenue SE.	SE 33rd St	156th Ave SE to 158th Ave SE	
CTPL-89	As a major north-south corridor and a gateway point for regional traffic on I-90, 148th Avenue SE/150th Avenue SE between SE 28th St and SE 38th St receives "boulevard" treatments including street trees, median plantings, special lighting, crosswalks, seating, special signs, landscaping, and public art.	148th Ave SE / 150th Ave SE	SE 28th St to SE 38th St	
CTPL-90	Modify channelization between 150th Avenue SE and the I-90 eastbound on-ramp and add a traffic signal at the eastbound on-ramp intersection with SE 37th Street.	SE 37th St	I-90 eastbound on-ramp	Eastgate Transportation Study
CTPL-91	Adjust signal timing to remove split phasing and optimize green. Extend third northbound lane between SE 38th St and SE37th St	150th Ave. SE	SE 38th St	Eastgate Transportation Study
CTPL-92	Add variable channelization for eastbound approach (1 eastbound through lane and 1 eastbound through/right lane in AM, 1 eastbound through lane and 1 eastbound right turn lane in the PM, plus one additional eastbound receiving lane.	SE 36th St	I-90 eastbound off-ramp to Factoria Blvd to 131st Avenue SE	Eastgate Transportation Study
CTPL-93	Add second westbound left turn lane (maintain right turn pocket). Widen eastbound approach to include double left turn lanes and one shared/through lane and one right turn lane	Factoria Boulevard	SE 38th St	Eastgate Transportation Study
CTPL-94	When warranted, add a traffic signal and modify channelization	Eastgate Way	SE 37th St	Eastgate Transportation Study
CTPL-95	Add a southbound right turn lane.	142nd Place SE	SE 36th St	Eastgate Transportation Study
CTPL-96	Add a traffic signal.	139th Street SE	SE 32nd St	Eastgate Transportation Study

Project No.	Description	Location	Limits	Associated CIP / TFP Projects
CTPL-97	Conduct a multimodal transportation analysis of the Richards Road/Factoria Boulevard Corridor between SE 26th Street and Coal Creek Parkway to ascertain potential ways to improve level-of-service for all modes while retaining and enhancing access to adjacent parcels and the existing/intended urban design. Refer to the Factoria Boulevard Urban Design Guidelines (2005/2006.) Consider planned improvements to I-405 and the interchange at Coal Creek Parkway.	Richards Road/Factoria Boulevard	SE 2nd St to Coal Creek Parkway	Eastgate Transportation Study